



Road Modification Review

Development Engineering Program
Public Service Center
1300 Franklin Street
Vancouver, WA 98660
(360) 397-2375 ext. 5843
www.clark.wa.gov/comdev
email: engserv@clark.wa.gov

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TRANSPORTATION ROAD MODIFICATION CCC 40.550.010

Road modification requests may be submitted prior to or with the underlying development application. A preapplication conference is not required for a road modification request.

☐ **Administrative Modification:** deals with the construction of facilities, rather than their general design, and are limited to the following when deviating from the standard specifications:

- * Surfacing materials for roads or pedestrian facilities;
- * Asphalt and / or base rock thickness less than required;
- * Pavement marking layout;
- * Exceeding the maximum street grade;
- * Type and / or location of signage;
- * Channelization;
- * Intersection interior angles and curb radii less than required;
- * Utilizing the current set of standards in lieu of the standards that were in place when then applicant's proposed project was vested;
- * Access-related modifications onto collectors and arterials PROVIDED, other substantive criteria such as sight distance and limited access points are met and PROVIDED FURTHER that access to a lesser classification of road is not available;
- * Field changes during construction; and
- * Similar revisions to the standards;
- * Shed sections or inverted crown.

***In order to encourage and facilitate infill development, the following road modification standard may be considered for administrative road modification for residential infill development pursuant to Section 40.260.110 ***

- * Partial or full frontage improvements, if consistent with existing or anticipated improvements along neighborhood roadways directly serving and within eight (800) hundred feet of the boundaries of an infill development site. For purposes of this section, neighborhood roadways shall mean non-arterial and non-collector roadways; and/or
- * Access spacing, which has been certified by the applicant's traffic engineer to have not identifiable safety hazards.

☐ **Design Modification:** deals with vertical and horizontal geometrics and safety related issues, and include the following when deviating from the standard specifications:

- * Reduced sight distance;
- * Intersection spacing;
- * Vertical alignment
- * Horizontal alignment;
- * Geometric design (i.e. length, width, bulb radius, etc);
- * Design speed;
- * Crossroads;
- * Access policy;
- * A proposed alternative design providing a superior plant o the transportation and all other standards; and
- * All other standards

☐ Prior to public hearing (Type I and II) – the fee associated is \$1,497.00

- ☐ Prior to public hearing (Type III) – the fee associated is \$1,497.00
- ☐ After to public hearing (Type I and II) – the fee associated is \$1,878.00 **
 ** In addition to post decision review fee
- ☐ After to public hearing (Type III) – the fee associated is \$3,365.00 **
 ** In addition to post decision review fee

☐ **Minor Modification:** deals with transportation requirements that lack nexus and fail to meet the rough proportionality test. Engineering analysis for these modification requests may not be required. The applicant may request waiver of specific transportation standards by means of a minor road modification under one of the following circumstances:

- * Existing road frontage is not constructed to the current transportation standard but determined to meet operational and safety criteria;
- * Improvements to roads that abut a development site may not be required if the development cannot access the road due to topographic constraints and the development sends no trips through these roads. A traffic study including trip distribution analysis may be required;
- * For residential development which generate no more that twenty (20) new ADT, the cost of the required improvements per average daily trip generated by the development is shown to be disproportional to the requirements imposed by the county for other approved projects;
- * Frontage improvements along roads abutting small residential developments. If the street block face (including the subject parcel) have no frontage improvements or are unlikely to subdivide, the subject development may not be required to provide full frontage improvements. For purposes for exempting frontage improvements, the predominant condition of the street block face shall be defined by considering the existing frontage condition for all parcels fronting the half-street. If less than fifty (50%) percent of the street block face (including the subject parcel) have frontage improvements or are unlikely to subdivide, the subject development shall not be required to provide full frontage improvements. Where fifty (50%) percent or more have full street frontage improvements, or are likely to subdivide, half-street frontage improvements shall be required.
- * Shall not be granted if found to be inconsistent with the requirement to provide safe walking conditions to schools as required by RCW 58.17.110.

- ☐ Minor Road Modification fee associated is \$250.00



DEVELOPMENT ENGINEERING PROGRAM

Application Form

PROJECT NAME:	
DESCRIPTION OF PROPOSAL:	
PRELIMINARY PLAN REVIEW CASE NUMBER: PLD- _____ or PSR- _____	
PROJECT TYPE: <input type="checkbox"/> <i>Administrative</i> Road Modification <input type="checkbox"/> <i>Design</i> Road Modification <input type="checkbox"/> <i>Minor</i> Road Modification	
TYPE: <input type="checkbox"/> <i>Prior to Public Hearing</i> <input type="checkbox"/> <i>After Public Hearing</i>	
DEVELOPER INFORMATION:	Address:
E-mail Address:	Phone and Fax:
DESIGN ENGINEER NAME:	Address:
E-mail Address:	Phone and Fax:
CONTACT INFORMATION:	Address:
E-mail Address:	Phone and Fax:

AUTHORIZATION

The undersigned hereby certifies that this application has been made with the consent of the lawful property owner(s) and that all information submitted with this application is complete and correct. False statements, errors, and/or omissions may be sufficient cause for denial of the application. This application gives consent to the county to enter the properties listed above.

Authorized

Signature: _____ Date: _____



Road Modification Submittal Requirements

The following checklist identifies information to be included. Following these guidelines will help us serve you better and avoid unnecessary delays in moving this project to approval. Thank you for your cooperation!

DESIGN	ADMINISTRATIVE	MINOR
<input type="checkbox"/> Application Form <input type="checkbox"/> Application Fee <input type="checkbox"/> Narrative – written narrative that demonstrates why the proposed road modification satisfies one of the approval criteria <input type="checkbox"/> Proposed Plan <ul style="list-style-type: none"> * Significant trees, lakes, streams and. or rivers * Utilities * Property lines * Existing and projected traffic patterns * Any unusual conditions not generally found in other developments <input type="checkbox"/> Engineering analysis (for modifications based upon alleged disproportional. This analysis must contrast relevant traffic impacts from the development with cost if complying with the standard. <input type="checkbox"/> Submittal Copies <ul style="list-style-type: none"> * Two (2) copies of the plan set 	<input type="checkbox"/> Application Form <input type="checkbox"/> Application Fee <input type="checkbox"/> Narrative – written narrative that demonstrates why the proposed road modification satisfies one of the approval criteria <input type="checkbox"/> Proposed Plan <ul style="list-style-type: none"> * Significant trees, lakes, streams and. or rivers * Utilities * Property lines * Existing and projected traffic patterns * Any unusual conditions not generally found in other developments 	<input type="checkbox"/> Application Form <input type="checkbox"/> Application Fee <input type="checkbox"/> Narrative – written narrative that demonstrates why the proposed road modification satisfies one of the approval criteria